




FROM	NAME & TITLE	ERIC W. TISO, SITE PLAN REVIEW COMMITTEE CHAIR	CITY of BALTIMORE MEMO	
	AGENCY NAME & ADDRESS	LAND USE AND URBAN DESIGN DIVISION DEPARTMENT OF PLANNING 417 EAST FAYETTE STREET, 8 TH FLOOR		
	SUBJECT	SITE PLAN REVIEW COMMITTEE MINUTES FOR NOVEMBER 18, 2009		

TO

DATE:

November 20, 2009

Captain John Carr, Fire Department
Mr. Ken Sands, Parking Authority
Mr. Kirkland Gabriel, DOT TEC
Ms. Valorie LaCour, DOT Planning
Mr. John Thumbi, DOT Traffic
Mr. Tim Knight, Department of General Services
Dr. Nollie P. Wood Jr., Mayor's Office
Ms. Miriam Agrama, DHCD Plans Examining
Mr. Geoff Veale, Zoning Administrator
Mr. David Tanner, BMZA

In attendance were:

- Eric Tiso, Wolde Ararsa, Melvin Hicks, Gary Letteron, Anthony Cataldo, Bob Quilter, Alex Hoffman, and Brigitte Fessenden for the Department of Planning;
- John Igwe and Milan Rai for HCD Plans Examining;
- Kirkland Gabriel, Matt Sosnowski, and Valorie LaCour for the Department of Transportation;
- Ken Sands for the Parking Authority;
- Dr. Nollie Wood, Jr. for the Mayor's Commission on Disabilities;
- James Carroll for the Department of Public Works; and
- Marianne Navarro for the Baltimore Development Corporation.

Agenda

1. 2401 West Belvedere Avenue – Sinai Children's Hospital – Pediatric Inpatient Unit and Children's Diagnostic Center
2. 3500 Boston Street – Broom Factory – Rear Parking Lot
3. Curb Cut Appeal – 643 South Linwood Avenue
4. 712 North Howard Street – M on Madison

Plans Update

1. 1000 Wills Street – Revised Subdivision Plan – Approved
2. 11 East Chase Street – The Algonquin – 56 Dwelling Units – Approved
3. 2163 Patapsco Avenue – Hollinswood Shopping Center – Approved
4. 1105-17 Light Street – Mixed-Use Development – One year time extension granted to December 3, 2010

2401 West Belvedere Avenue – Sinai Children's Hospital

Zoning: R-5 (PUD)

Plans Date: 13 Nov 2009

Block/Lot: 4747-F/001

Urban Renewal: None

Environmental: Forest Conservation

Historic: None

Total Site Area: Not listed (± 1.72 Acres LOD)

Gross Square Footage: $\pm 40,400$ Addition

In addition to Committee Members and Planning staff, in attendance was:

- Brantley Davis, Hord Coplan Macht;
- John d'Epagnier, RK&K; and
- Harper Kubicek, RK&K.

Project Summary:

This project consists of a building addition and existing building renovation for the relocation and expansion of the Pediatric Inpatient Unit and Children's Diagnostic Center forming the Children's Hospital of the Sinai Hospital of Baltimore. Included with these units are also a new Lobby and drop off underneath the building. The new Lobby will serve the Children's Hospital above and the existing Labor and Delivery unit on the existing first floor of the hospital. The current Inpatient Unit and CDC are located on the third floor of the Blaustein building at Sinai. The new Inpatient Unit will be located in an addition elevated to the third floor level. The CDC will be located in the existing Inpatient Unit location in Blaustein.

Comments & Issues:

- Environmental/Landscaping:
 - This project will meet LEED Silver equivalency standards.
 - Four parking spaces will be reserved for Low-Emission/Fuel Efficient Vehicles (LEFEVs).
- Parking/Traffic:
 - Please show typical dimensions of a standard parking space as 9' by 20' on the plans. Alternately, 10' by 18' spaces are acceptable.
 - The left inbound turn into the valet parking area has some potential conflicts, consider painted lane lines, stop bars and directional arrows.
 - Add a stop bar heading out from under the addition towards the valet parking area.
- Accessibility:
 - Show accessible paths from the handicapped parking spaces to the building entrance.
 - Depressed curbs will be provided for the three handicapped parking spaces, as well as along the surface sidewalk frontage beneath the addition, to allow for drop-off access. The sidewalk is protected from vehicles by bollards.

- Plan Adjustments/Missing Site Plan Elements:
 - There were minor changes to the plan set between the time the SPRC committee members received their referrals on 13 Nov 2009 and today. The updated set was reviewed in the meeting, and those changes will be incorporated into the next revision.

Next Steps:

- Submit two complete sets of revised plans for final approval and stamp.
- UDARP review is scheduled for December 10, 2009.
- There is now a fourth option for fire truck access. Work directly with Capt Carr, with .pdf copy of the final option(s) to Eric Tiso.

NOTE:

- **Approvals of site plans are contingent upon the applicant fulfilling all the site plan requirements, Subdivision Rules and Regulations, Zoning Code requirements, Forest Conservation requirements, Critical Area and related environmental controls, Traffic Impact Study requirements, and addressing all comments provided by the Site Plan Review Committee during and after the plan review process.**
- **All approved final site plans must be stamped.**

3500 Boston Street – Broom Factory – Rear Parking Lot

Zoning: B-2-2

Plans Date: 12 Nov 2009

Block/Lot: 6498/001

Urban Renewal: None

Environmental: Forest Conservation

Historic: Canton National Register District

Total Site Area: ±63,578 sqft

Gross Square Footage: ±106,000 sqft

In addition to Committee Members and Planning staff, in attendance was:

- Bob Rosenfelt, CMR;
- Carla Ryon, CMR;
- Dawn Clamp, CMR;
- Joan Floura, FTLA; and
- Joe Woolman, J.R. Woolman, LLC.

Project Summary:

This is the site of a former broom factory, which has been converted into an office and retail building, owned by Harbor Enterprise Center, LLC. This proposal will create a parking lot with 66 spaces to serve the existing building (one parking space in the existing detached garage will remain). The last proposal reviewed by the SPRC for this site was for a drive-through pharmacy on November 19, 2008.

Comments & Issues:

- Environmental/Landscaping:
 - Simple Forest Stand Delineation statement accepted on November 14, 2009. Aforestation planting calculation requires 22 trees.
 - This project will be subject to the new stormwater regulations in future expansions. For that reason, underground treatment systems are being installed as part of this improvement to have them in place for the future.
 - Landscaping is shown in the public rights-of-way on the sidewalks along Baylis and Toone Streets. Ensure that appropriate developer's agreements are recorded, and please list this requirement in the general notes section of the plans.
 - The existing tree on the site near the existing single-car garage will be removed.
 - The existing grass strip against the curblin on South Conkling Street is not shown. Please add it to the plan, as this will be retained.
- Parking/Traffic:
 - The new parking lot will have 66 parking spaces, plus one parking space in the existing detached garage. Parking spaces are shown as a mix of 9' by 20' (preferred dimensions) or 10' by 18' which are acceptable.
 - The two corner planting islands on the east end of the site are shorter than the ends of the lines of the parking spaces on the north and south sides of the lot. This puts the easternmost parking spaces on the north and south sides of the lot in conflict with the western row by about two feet each. Remove one parking space

from the western row and center the remaining spaces to increase the size in the corner islands, which will remove the conflict.

- While not required by zoning, consider minimizing impact from headlights along the South Conkling Street side.
- Show a stop bar or sign to hold traffic exiting the parking lot onto the driveway.
- Truck turning movements were shown for the approach to the loading dock, but not for departures. While pulling the truck into the parking lot for passenger cars is not a preferred method, this is a private parking lot, and so is acceptable as only internal movements will be impacted.
- South Conkling Street is a bicycle route. Please include amenities for bikes, such as racks, or a secure interior storage area.
- Accessibility:
 - Three of the proposed parking spaces will be handicapped accessible, and two of these will be van-accessible.
 - ADA ramps on the Baylis and South Conkling Street sidewalks are not required across the driveway as flares will be used.
 - Show hatched safe path across the driveway from the handicapped parking spaces to the ADA ramp on the sidewalk to the building. While not clear due to scale, the ramp is oriented straight across the driveway.
- Zoning Analysis/Board of Municipal and Zoning Appeals (BMZA):
 - Variances for setbacks will be required. Coordinate appeals with Martin French in Planning, if needed.

Next Steps:

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Curb Cut Appeal – 643 South Linwood Avenue

Zoning: R-8

Block/Lot: 1843-C/022

Urban Renewal: None

Environmental: None

Historic: Canton National Register District

Total Site Area: ±1,021 sqft

Gross Square Footage: ±2,044 sqft

In addition to Committee Members and Planning staff, in attendance was:

- Gregory Pezzo, Property owner.

Project Summary:

Following renovation of their home, the Pezzos had their vehicle stolen from the street adjacent to their home in 2007. It was then their desire to provide a secure parking space for their vehicle. The rear of their home has been improved, and a garage door was installed. The width of the home is 14'1" and the garage space's width is 11'. Rear access from the alley is not available due to a block

Comments & Issues:

- Site Plan:
 - The rear of their home has been improved, and a garage door was installed. The width of the home is 14'1" and the garage space's width is 11'.
- Environmental/Landscaping:
 - The Pezzos are also interested in providing for two tree pits in the public right-of-way, while the heavy equipment will be on location. Please contact the Forestry Division for guidance and recommended dimensions.
- Curb-Cut Policy:
 - *Goal:* The primary goal for developing a curb cut policy, which includes driveway standards and an appeal process, is to ensure that on-street parking will not be taken away from communities by individual property owners unless a net parking gain for the public can be ensured. Since the rear wall of the home is also at the rear property line, it also borders on the rear alley. If the rear alley were requested to be daylighted, the one off-street parking space now available would be removed. The committee felt it was reasonable to provide for a curbcut in this location, as only an already-vulnerable public parking space will be lost.
 - *Side or Rear Access Preferred:* Rear access from the alley is not available due to a utility pole that is in the way. Additionally, rear access would only provide for a garage of 11' depth, which is nonfunctional. Side access from Foster Avenue will provide the best functional option.
- Parking:
 - The committee recommends that the curb cut is provided by depressing the entire radius of the curb from Foster Avenue, leading into the rear alley. This will provide for vehicle access, as well as handicapped accessibility along the sidewalk.

- The appellants provide a number of photos showing that their vehicle nearly fits into this space with only a 6" overhang into the private right-of-way. The committee recommended that the front of the garage is built out approximately three feet, to provide sufficient space to close the door and provide for a minimum of 180 square feet for the parking space as per §10-305.
- Zoning Analysis/Board of Municipal and Zoning Appeals (BMZA): Single-family dwellings are a permitted use in this district, and require one off-street parking space (§10-405). Approval of this appeal will bring the property into compliance with this section of the Zoning Code.

Finding:

- After reviewing this case, the surrounding area and related facts, the Committee found that this request is reasonable and meets the requirements of the curb cut policy. The curb cut appeal is approved.

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712 North Howard Street – M on Madison

Zoning: B-4-1

Plans Date: 13 Nov 2009

Block/Lot: 0521/038-047

Urban Renewal: Market Center URP

Environmental: Forest Conservation; Green Building Standards

Historic: Mount Vernon Historic District

Total Site Area: ±22,086

Gross Square Footage: ±73,973

In addition to Committee Members and Planning staff, in attendance was:

- Meg Manley, HTA Development;
- Basil Kousos, Peter Fillat Architects; and
- Bob Bathurst, Century Engineering.

Project Summary:

This is a project proposes to construct an affordable multi-family, six-story, residential building with 74 apartments and a surface parking lot with 26 parking spaces. The building will have a green roof, and is pursuing LEED Silver designation.

Comments & Issues:

- Project:
 - Trash will be serviced by roll-out dumpsters that will be taken to the parking lot for pick-up.
 - The northern portion of the west elevation adjacent to the existing rowhouses will need to have two-hour fire rated walls, and may not have any openings for that portion, due to the proximity to the neighboring homes.
- Environmental/Landscaping:
 - This project will need to comply with the Forest Conservation program requirements. A portion of the requirements will be met on-site through the green roof and plantings, the remainder will be addressed through a fee-in-lieu.
 - Two trees will be provided on small diamonds in the center of the parking lot, at surface level. The committee had some concern for protecting these trees, since they will be very close to parking vehicles. Consider a metal tree ring, or other protective device. The southern half of the parking lot will be partly shaded by the adjacent dwelling to the south.
 - An existing tree in Linden Avenue right-of-way will need to be removed for the proposed southern driveway.
- Parking/Traffic:
 - Standard parking space dimensions are 9' by 20' (preferred) or alternately 10' by 18' is acceptable, as per §10-305 of the Zoning Code. In recognizing that this site is space-constrained, consider converting each parking space to 10' in width, with any residual space added to the Linden Avenue side, which can then be planted. If this reduces the number of parking spaces to the point that a variance is required, alternate designs will be considered.

- One handicapped-accessible parking space is required for each 25 standard parking spaces. If the project retains 26 parking spaces, one additional space will need to be converted to a handicapped-accessible parking space.
- Historic:
 - CHAP has approved this project in schematic form, and will need to review the proposed brick wall and wrought-iron sliding gates.
- Accessibility:
 - 5% of the apartment units will be fully handicapped accessible. Please note this fact in the general notes section.

Next Steps:

- Submit two complete sets of revised plans for final approval and stamp.

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